

Exhibit B - Summary of Stakeholder Comments, Technical Committee Recommendation, and Current Code

Topic: Code	Stakeholder’s Comments (Includes Owners, Developers, Designers, Businesses, and Community)	Technical Committee Recommendations (Amendment Section Reference)	Current RZC Regulation
Onsite Parking	1. Reduce required parking for Residential Suites to a minimum of 0.35 per bed (Owners, Developers)	Maintain current parking standards which include opportunities for flexibility and address the comments listed herein. Representatives for businesses in the Downtown, residents, and visitors to the Downtown have expressed significant concern to staff, Council and the Mayor regarding insufficient parking supply in the Downtown. Staff recommends additional observation and analysis of downtown supply, demand, and for continued outreach regarding parking choices prior to amending the minimum parking standards for the Downtown. The Zoning Code allows applicants to request a lower parking standard by completing study and demonstrating sufficient parking supply or, if the study does not demonstrate adequate parking provisions agreeing to a Transportation Management Program that is recorded with the property.	1. Applicable Parking Standard: Unit of measure is per bed; Minimum required is 0.5; Maximum allowed is 1.0
	2. Allow for residential/retail parking credits for shared parking after hours Include a street guest parking credit Reduce parking requirements near transit centers Reduce or eliminate required onsite parking in favor of additional commercial floor area (Owners, Developers, Designers)		2 and 3. Citywide Parking Standards include the following: The Code Administrator may approve alternative minimum parking requirements for specific uses on specific development sites where the land use permit applicant demonstrates, through a parking study prepared by a qualified expert, that the alternative requirement will provide sufficient parking to serve the specific use without adversely impacting other uses and streets in the vicinity. Where a parking study does not demonstrate that available parking stalls will adequately serve the proposed use, reductions below the minimum requirement may be approved if a Transportation Management Program that effectively reduces parking demand as provided in RZC 21.52.020, Transportation Management Program, is approved and recorded with the property. Required parking may be provided off site within 600 feet of the site, unless otherwise approved by the Administrator, when secured by an easement.
	3. Consider more stringent parking requirements for new development to ensure adequate opportunity for residents and commercial uses to park onsite and not rely on vicinity parking supply. Concern that new development is not meeting parking requirements. Demand, over the 24-hour period and weekends, for street parking seems to be increasing and in the Historic Core is impacting parking supply for customers and employees. Parking for employees and customers of Historic Core businesses needs to be evaluated. Insufficient to support current and planned demand. (Business owners, Community)	(No reference to section – staff proposes maintaining current RZC regulations)	Specific to the Downtown, the Code includes: Developments in the downtown may provide parking in excess of the maximum allowed parking standard shown in the Allowed Uses and Basic Development Standards Tables in RZC 21.10.030 through 21.10.100 above, provided the excess parking is also available at all times to the general public, and there is signage at the facility to inform users which parking stalls are available for public use. For residential uses, curbside parking along the site may be counted towards up to 25 percent of the required off-street parking. For General Sales and Services: General Sales or Services parking requirements are for every 1,000 sq ft gfa, the minimum required amount of parking is 2.0. The maximum allowed is also 2.0. Parking standards for restaurant uses: Sit-down restaurant: 1,000 sq ft gfa (2.0, 9.0). Take-out restaurant: 1,000 sq ft gfa (2.0, 10.0). The Technical Committee may waive the parking requirement for restaurant/deli/café uses 1,000 sq ft gfa, or less in area that support/enhance the City’s vision for creating/enhancing Downtown as a pedestrian place provided:

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			<ul style="list-style-type: none">• The use is located in an office building and primarily serves the occupants and guests of the office building; or• The use is visible from and within 100 feet of a promenade or Downtown park, such as Luke McRedmond Park, Anderson Park, O’Leary Park, The Edge Skate Park, or the 83rd Street Promenade, for example, or within 100 feet of a critical areas buffer of the Sammamish River and access to the River Trail, and the use is designed to enliven the pedestrian environment and primarily cater to pedestrians and outdoor patrons. <p>A floor area bonus is available in the Old Town zone when utilizing the fee-in-lieu of parking provision.</p> <p>The maximum number of parking stalls allowed may be increased to 5.0 per 1,000 sq ft of gross floor area for the retail components of mixed-use developments.</p> <p>Cooperative Parking Facilities. Cooperative parking facilities may be provided subject to the approval of the Technical Committee where two or more land uses can be joined or coordinated to achieve efficiency of vehicular and pedestrian circulation, economy of space, and a superior grouping of buildings or uses. When cooperative parking facilities can be provided, the Technical Committee may reduce the on-site parking requirements based on any of the following criteria:</p> <p>Peak demand occurs at distinctly different times.</p> <p>The minimum required parking for a multi-tenant facility shall be based upon the minimum amount necessary to satisfy the highest average daily peak demand generated by the uses at a single time period. In no case shall the minimum required parking for a multi-tenant facility be less than 60 percent of the total required for all uses in the facility.</p> <p>The continuation of the cooperative facility shall be assured by a sufficient legal document, such as a covenant or reciprocal easement agreement, or by participation in a local improvement district or parking cooperative or association.</p> <p>Shared parking associated with multi-tenant retail and commercial facilities will be considered to be a cooperative parking facility. Lease agreements will satisfy the requirement for a sufficient legal document.</p>

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Design Process Alternative	<p>1. Consider an alternative or “performance” process for developments that propose exemplary design to allow additional flexibility and may result in less time for review of departures from standards.</p> <p>(Developers)</p>	<p>1. Recommend continued use of the existing Administrative Design Flexibility process to incorporate flexibility into standards with “performance” type standards that need to be met with the design departure.</p> <p>Administrative Design Flexibility standards will be identified and incorporated into Historic Core standards where appropriate, such as for:</p> <p>-Materials -Transparency -Corners</p> <p>(Refer to Building Corners, June 8, 2016 Technical Report, Exhibit B, Section 7. - Administrative Design Flexibility; and to Building Materials in April 8, 2016 Technical Committee Report, Exhibit B, Section 6 Administrative Design Flexibility)</p>	<p>1. Administrative Design Flexibility in the Downtown includes:</p> <p>Standards that may be modified by application of administrative design flexibility in Downtown and Overlake are as follows:</p> <p>Parking Lot Location. Requirements for the location of on-site parking may be modified within the development (except for parking within residential yard areas) to provide for greater joint-use and quasi-public parking opportunities and uses which are highly desirable in the subject design area.</p> <p>For Downtown, mid-block pedestrian walkways and vehicular lanes, per RZC 21.10.150, Pedestrian System, may be modified to allow variations in locations and minimum widths for these items to provide superiority in site design and function which benefits both the property owner and public.</p> <p>Street standards for attached dwelling unit subdivision developments.</p> <p>Other Site Requirements and Standards. All other site requirements and standards except density, number of stories, and FAR may be modified within the development to provide superiority in site design; i.e., greater amounts of privacy, maintenance of views, greater environmental benefit, distinctive and high quality of design, improved pedestrian access, preservation of vegetation, provision of usable open space, and adequate light, air, and security.</p>
Building Design - Building Cap	<p>1. Pitched roofs permitted for variety</p> <p>(Owners, Developers, Designers)</p>	<p>1. Recommend a a wider variety of permitted roof types. Recommended permitted roof types include: Gable Gambrel Hip Hip with deck Flat</p> <p>For clarity, the number of floors within a building shall continue to be measured based on occupancy. A pitched roof that is designed with occupied floor area shall be counted as a floor.</p> <p>(Refer to Building Corners, June 8, 2016 Technical Report, Exhibit B, Section E Building Cap)</p>	<p>1. Building Design, Details, and Materials.</p> <p>Buildings should incorporate vernacular architectural styles from the periods reflected in the zone.</p> <p>For one- to one-and-one-half-story structures, a false front is allowed on peaked roofs.</p> <p>Hipped roofs are discouraged unless they are in context with the period of architecture reflected in the zone.</p> <p>Buildings shall incorporate details prevalent in the architecture reflected in the zone.</p>

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Building Design - Corner Treatment	<p>1. For street corners, allow for reasonableness, e.g., Gilman and Cleveland where garage entry is anticipated.</p> <p>Design of corners and entries is too prescriptive.</p> <p>Criteria are inconsistent with photographic examples</p> <p>(Owners, Developers)</p>	<p>1. Staff recommends changing existing “should” to “shall” but adding a new paragraph (7.) to the section which allows for administrative design flexibility.</p> <p>Administrative Design Flexibility: In addition to the decision criteria for allowing design flexibility in RZC 21.76.070.C.4, the following are considerations in determining alternative corner treatments to applicable provisions above.</p> <p>Section describes intent and uses with a series of examples in text.</p> <p>New photographic examples are provided to ensure clarity in describing conditions that support alternative considerations.</p> <p>(Refer to Building Corners, June 8, 2016 Technical Report, Exhibit B, Section A Corners and Map 62.2 Corner Lots – Building Design)</p>	<p>1. Corner Lots</p> <p>Buildings on corner lots should reinforce and celebrate the street corner by providing pedestrian entrances that orient toward the corner and by incorporating architectural detailing, cornice work, or frieze design that orient toward and highlight the corner.</p>